



LOCKYER VALLEY COMMUNITY CONSULTATIVE COMMITTEE MEETING

Grantham

13 August 2019

AGENDA ITEMS

NO.	AGENDA	TOPIC LEADER
1	Introduction and Welcome: 6.00pm	Chair
2	Confirmation of previous minutes and actions: 6.05pm	Chair
3	Conflict of interest register: 6.14pm	All
3	Gowrie to Helidon Project Update: 6.15pm 15min (Engagement Update)	M Nichols
4	Helidon to Calvert Project/EIS Update: 6.30pm 30mins Topics – Noise, Vibration, Air, Hydrology, Drainage, Water, EMP	C Matthews
5	Visual Amenity Impacts Update, workshop feedback: 7pm 10min	S Harris
6	Social and Economic Impacts/Opportunities Update: 7.15pm 15min	H Williams & J Tait
7	CCC Member Topics 30min	
8	General Business: 8.00pm	Chair
9	Meeting Closed: -	All

ACTIONS FROM PREVIOUS MEETINGS

PREVIOUS ACTIONS

NO.	ACTIONS	RAISED BY	DUE DATE
1	<p>Committee to confirm process for circulation of presentations/reports in advance of CCC meetings.</p> <p>Outcome: Confirmed – Email remains preferred method.</p>	CCC	
2	<p>Committee confirmed their desire to review the hydrological and other associated EIS studies for G2H as soon as is reasonable.</p> <p>Outcome: Pending 70% and associated reports, tailored briefing for G2H proposed by project team.</p>	SW/JC	Next meeting
3	<p>Committee has determined that an additional meeting is required in advance of the H2C draft EIS submission, date to be confirmed.</p> <p>Outcome: Confirmed – August, October and December meeting scheduled.</p>	CCC	
4	<p>Committee has requested the Consultation Program for G2H be updated to reflect delays experience</p> <p>Outcome: Confirmed.</p>	CCC	
5	<p>Committee members to submit three (3) major items/issues for further investigation and presentation by Inland Rail project team over the coming meetings.</p> <p>Outcome: Completed.</p>	CCC	31 July
6	<p>Inland Rail to confirm date for visual amenity workshop, facilitated by Lat27, as soon as reasonable.</p> <p>Outcome: Completed, Friday 9 August 2019</p>	CM	
7	<p>Committee to nominate representatives to participate in a visual amenity workshop, facilitated by Lat27 on behalf of Inland Rail.</p> <p>Outcome: Completed.</p>	CCC	

GOWRIE TO HELIDON (G2H) ALIGNMENT UPDATE

GOWRIE TO HELIDON (G2H) ENGAGEMENT UPDATE

G2H ENGAGEMENT UPDATE



- ▶ Letters have been sent out to all directly impacted landowners and invited to get in touch with the project team to discuss their individual property impacts
- ▶ Newsletter will also be delivered to community – just under 10,000 copies
- ▶ Ads in local papers are appearing for the past two weeks inviting community to attend community information sessions, posters and flyers will be distributed via our regional offices and some local businesses
- ▶ Website updates, social media and updated interactive map will be available for detailed information
- ▶ Updated Flythrough Visualization will feature on our website as of next week
- ▶ Community Information Sessions will be held as of next week in local community

G2H Community Information Drop-in Sessions



Community/Venue	Date/Time
Gowrie Junction Community Hall – Old Homebush Road, Gowrie Junction	Wednesday 21 August, 4-7pm
Helidon & Districts Community Centre – 15 Arthur Street, Helidon	Thursday 22 August, 4-7pm
Withcott Sport Centre – 43 Parkridge Drive, Withcott	Saturday 24 August, 10am-2pm
Empire Theatre – 54-56 Neil Street, Toowoomba City	Tuesday 27 August, 4-7pm

HELIDON TO CALVERT (H2C) EIS UPDATE

H2C – EIS UPDATE

- ▶ 95% document submitted
- ▶ Community engagement: Drop in sessions – completed
Key issues: Noise and Vibration; Property; Land Values
- ▶ Community:
 - Directly impacted (F2F)
 - Indirectly impacted (groups)
- ▶ Workshops
- ▶ Draft EIS submission to OCG: **27 September 2019**



HAVING YOUR SAY

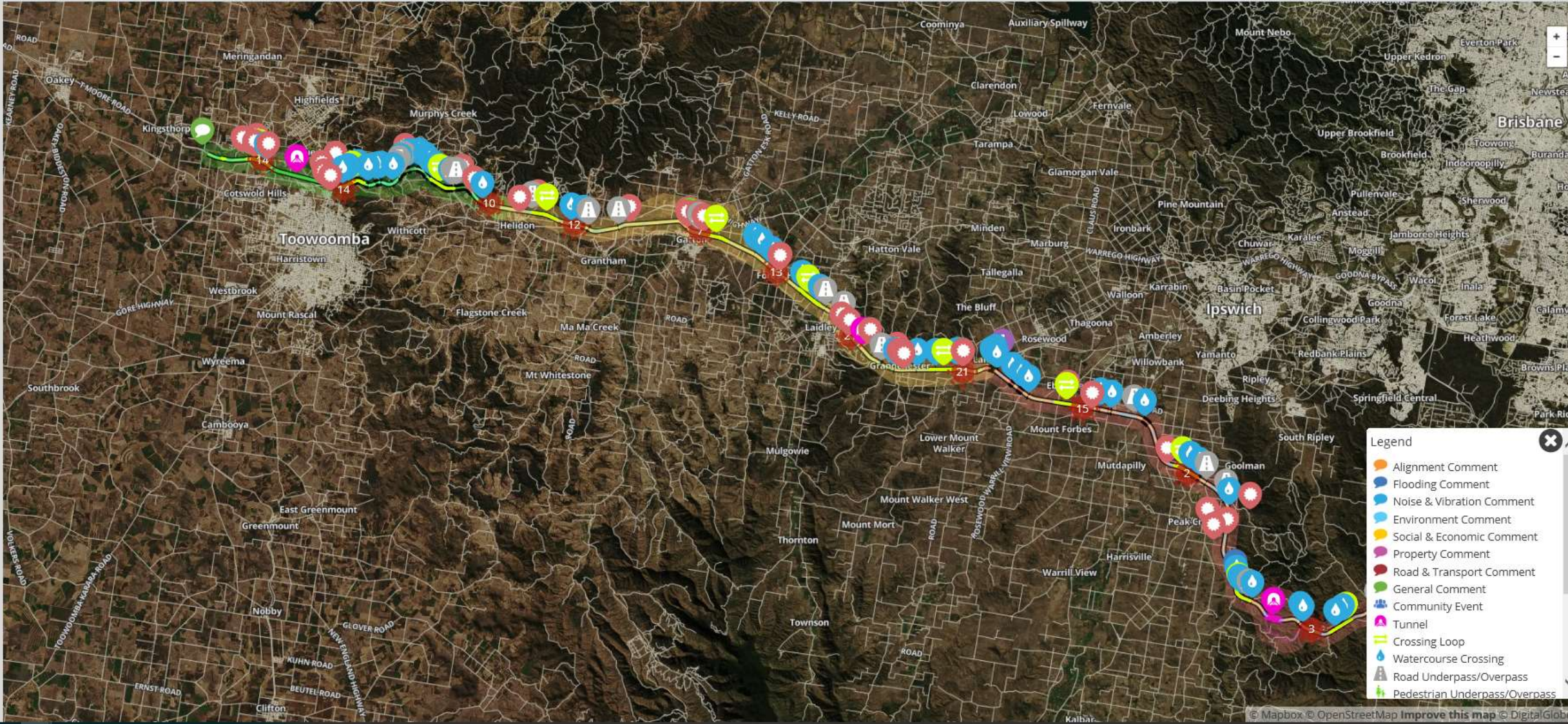
Via Inland Rail consultation activities

- ▶ Direct Contact
- ▶ One-on-one discussions
- ▶ Community consultation sessions
- ▶ Community Consultative Committees
- ▶ Issue specific workshops
- ▶ 1800 number and project email
- ▶ Interactive map
- ▶ Project website – contact us page
- ▶ Social media

Via Office of the Coordinator-General

- ▶ Formal submission process when EIS is released for public comment





Legend

- Alignment Comment
- Flooding Comment
- Noise & Vibration Comment
- Environment Comment
- Social & Economic Comment
- Property Comment
- Road & Transport Comment
- General Comment
- Community Event
- Tunnel
- Crossing Loop
- Watercourse Crossing
- Road Underpass/Overpass
- Pedestrian Underpass/Overpass

SUMMARY OF EIS TOPICS

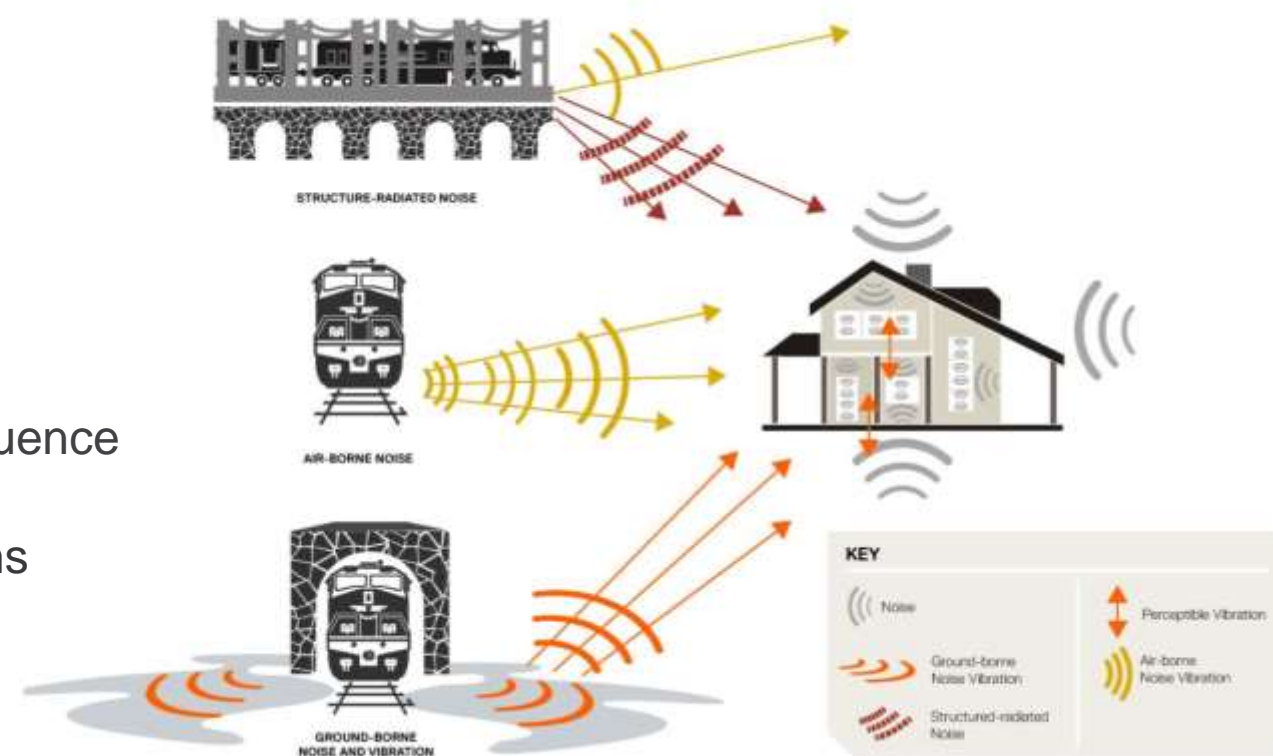
NOISE – Non-Operational

- ▶ Based on constructability
laydowns, structures, earthworks,
earthworks (night), drainage, road civil
and rail, tunnelling
- ▶ Standard and non-standard hours
- ▶ **Draft outcomes:**
 - 5,000 lower limit exceedance
 - 1,650 upper limit exceedance
- ▶ Earthworks and rail civil works identified as
highest potential for impact



NOISE – Operational

- ▶ Airborne; vibration; regenerated noise
- ▶ **Goals:** daytime, night-time, maximum
- ▶ Movements on corridor, loops and crossings
– 2020; 2025; 2040
- ▶ Greenfield and brownfield – including:
direction; speed; track gradient; notch influence
- ▶ Fixed emissions: idling (loops); horns; and alarms
- ▶ **Sensitive receivers** (within 2km of alignment)
residents, education facilities; churches;
hospitals; open space (passive, active);
other



NOISE – Operational

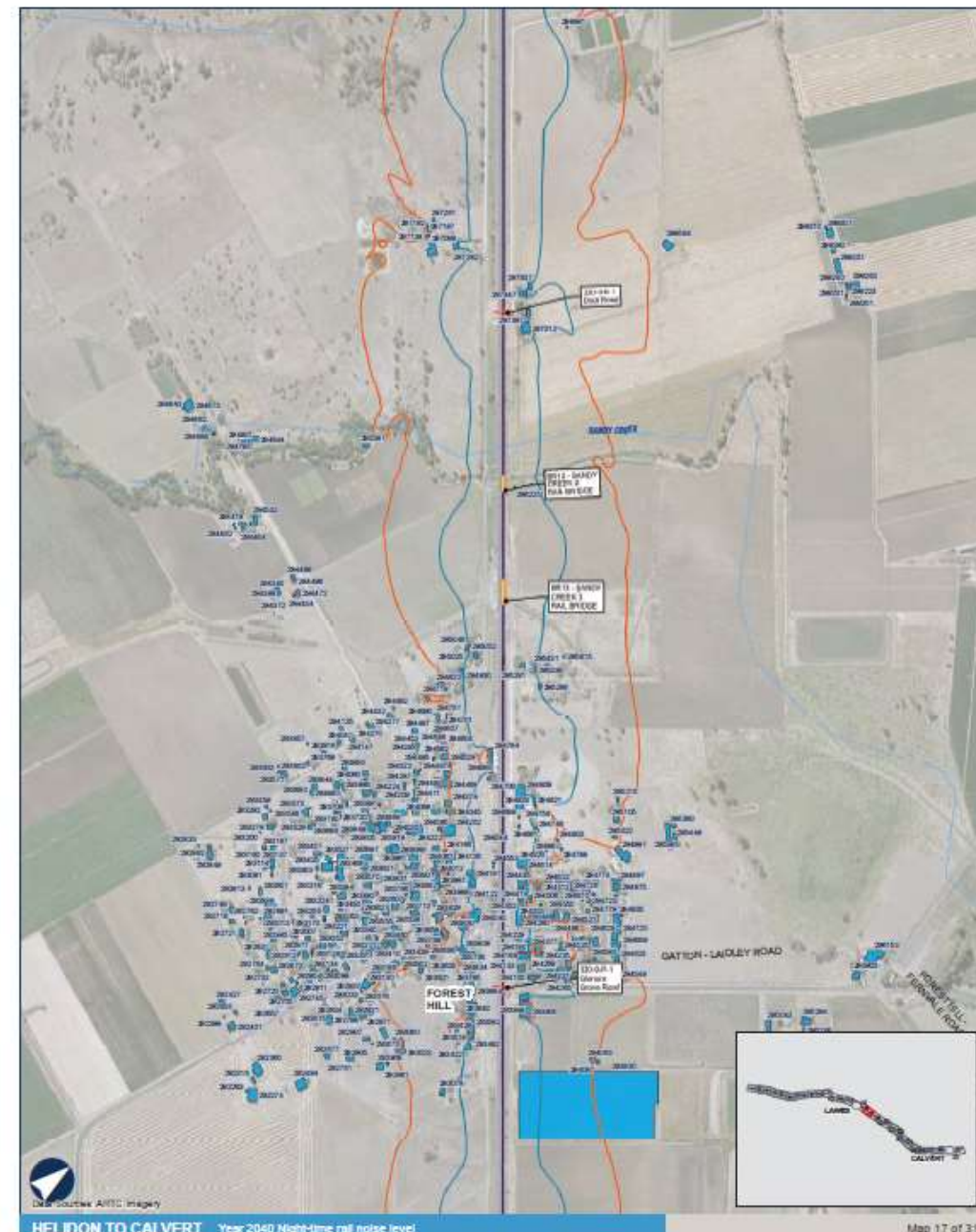
- ▶ Adopted the Nordic Rail Traffic Noise Prediction Method (Kilde 130)
- ▶ Train noise emissions are Inland Rail rolling stock (and currently in Queensland)
- ▶ Measurement and validation from existing rail corridors
- ▶ **Draft outcomes:** (out of 7,000+)
 - 2025 – up to 154 receivers triggered (WiP)
 - 2040 – up to 171 receivers triggered (WiP)
- ▶ **Noise barriers:**
 - Gatton – 950 metres; 50 receivers; caravan
 - Forest Hill – 500 metres; 25 receivers
- ▶ Property solutions/treatment expected



NOISE – Operational

Trigger (2025) – new rail	Day (7am-10pm)	Night (10pm-7am)	Maximum (any time)
< 5 dB	8	37	29
5-10 dB	2	13	6
>10 dB	0	1	4
Trigger (2025) – redevelopment	Day (7am-10pm)	Night (10pm-7am)	Maximum (any time)
< 5 dB	21	49	52
5-10 dB	10	39	27
>10 dB	1	12	3

- ▶ Numbers above include all triggers (double counting)
- ▶ Aurilisation tool to be rolled out – in development



VIBRATION

▶ **Types:**

continuous; impulsive; intermittent; and,
dose levels

▶ Structural damage

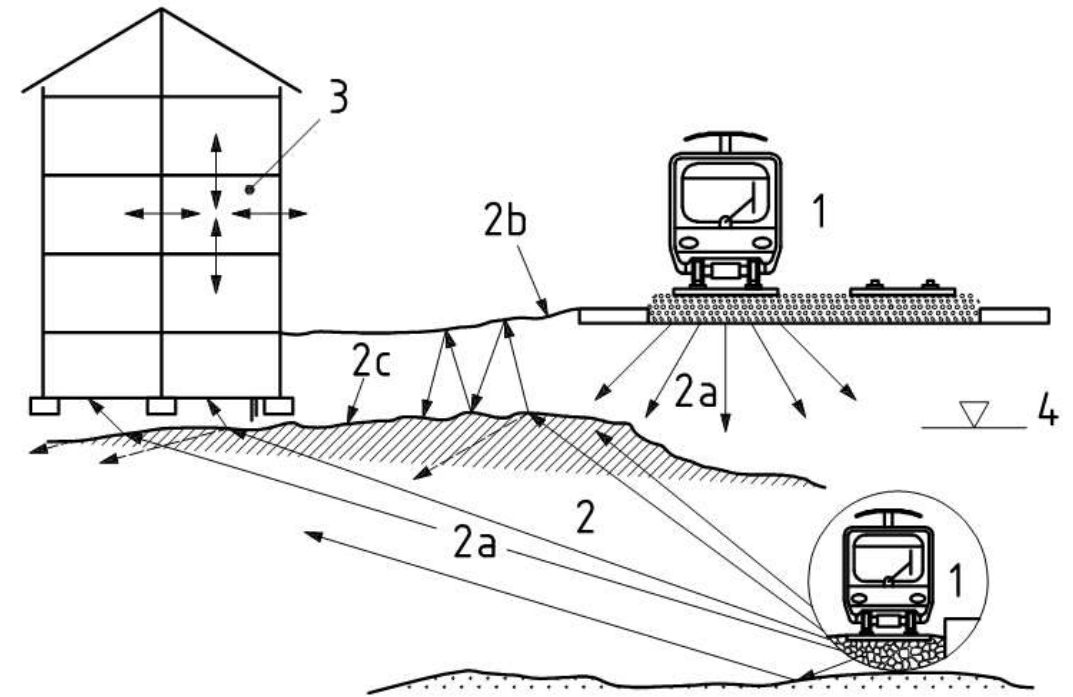
▶ Annoyance/building contents

▶ **Human Comfort:** achieved at <15 m offset distance

▶ **Regenerated noise:**

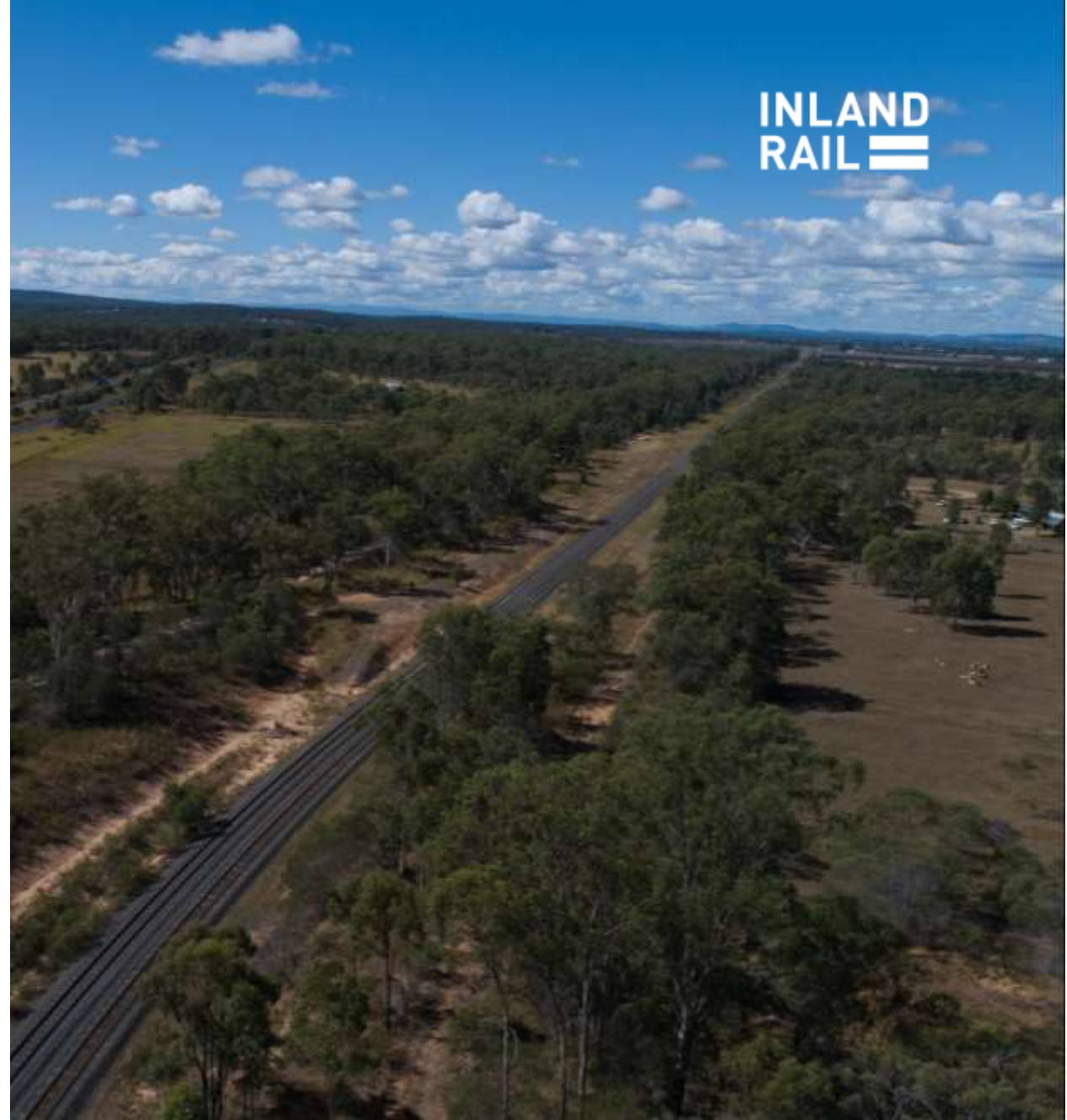
surface rail – 35 dB complied with at 45m
tunnel – 8 receivers where 35 dB triggered
tunnel – 4 receivers where 40 dB triggered
includes – 2 dB safety factor added to calculations

▶ **Blasting:** peak particle velocity; overpressure

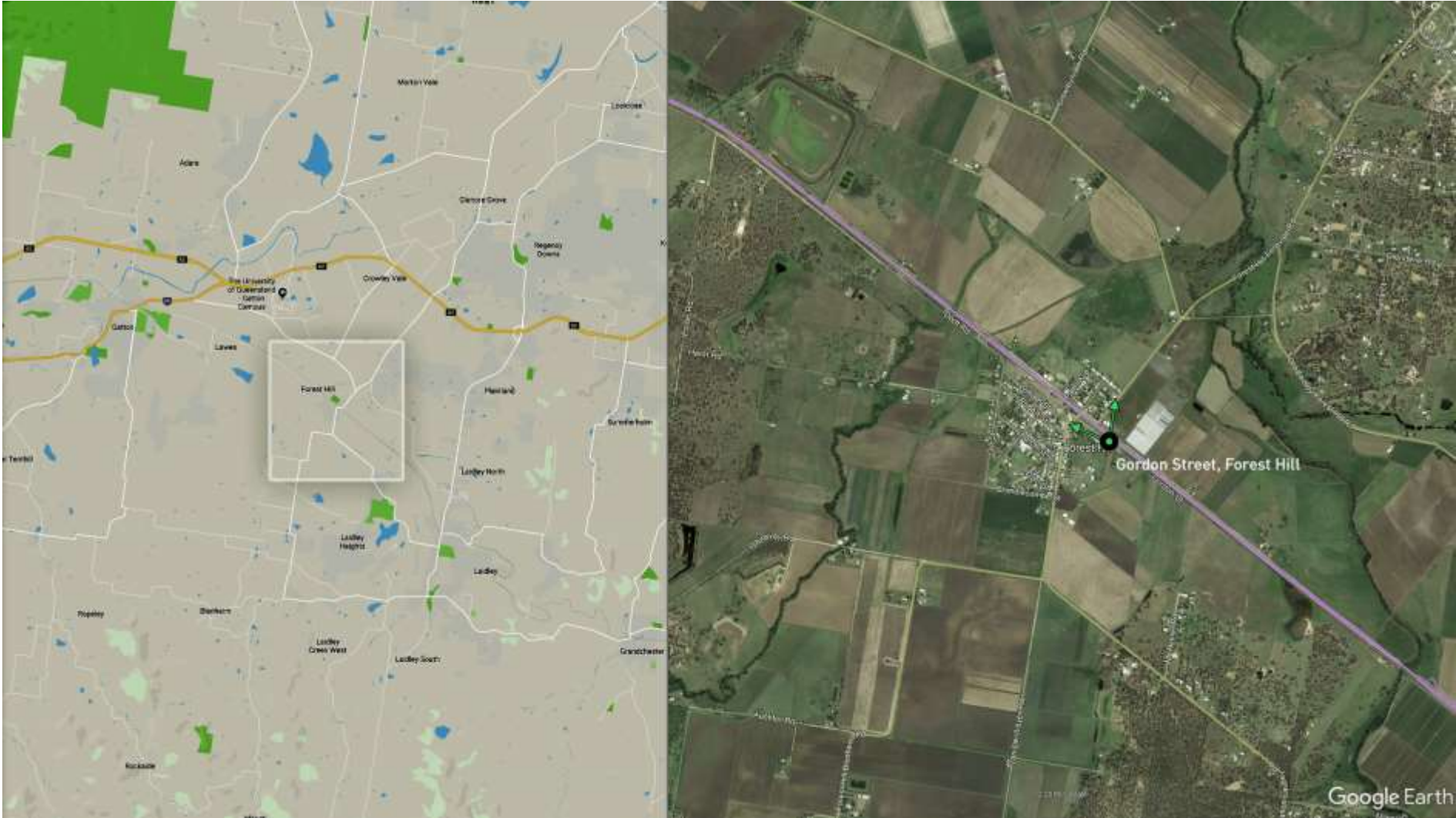


VISUAL

- ▶ Landscape character
- ▶ Visual
- ▶ Lighting
- ▶ **Matters of Interest:**
 - Clearing and earthworks
 - Impacts on Little Liverpool Range
 - Warrego Highway
 - Valley Vista
 - Douglas McInnes Drive
- ▶ **Key impacts** relate to:
 - removal of vegetation
 - provision of new infrastructure
 - embankments, cuts, tunnels, and new
 - road and rail bridges



GORDON STREET



GORDON STREET

Forest Hill, looking North-West



EXISTING

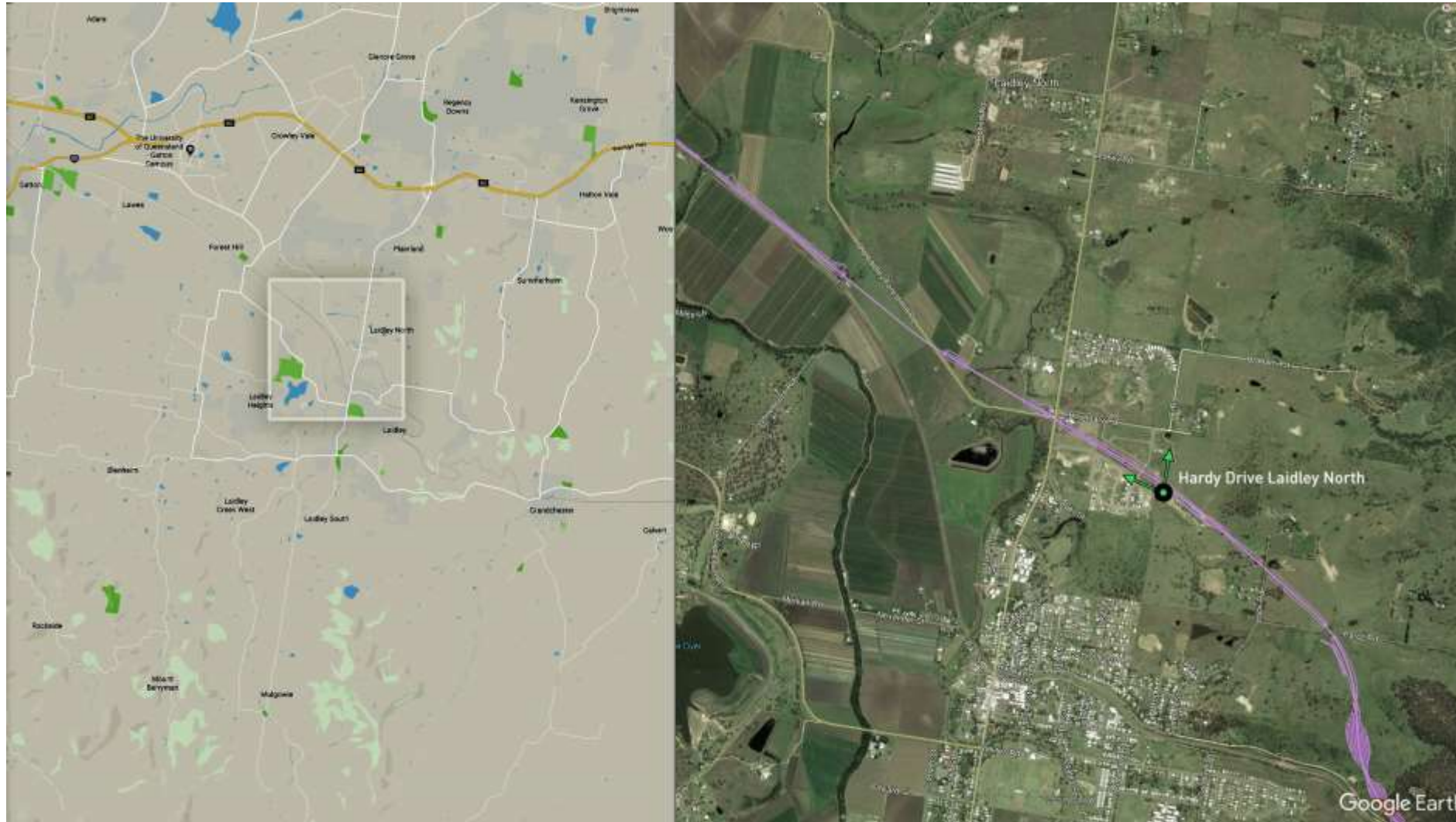
GORDON STREET

Forest Hill, looking North-West



AFTER

HARDY DRIVE



HARDY DRIVE

Laidley North, looking North-West

EXISTING



HARDY DRIVE

Laidley North, looking North-West

AFTER



VISUAL MITIGATIONS

- ▶ Minimise the extent of clearing
- ▶ Locate temporary works away from receptors
- ▶ **Laydown Areas:** Selective retention of select mature trees; provide a framework for restoration planting following works.
- ▶ **Lighting:** Potential for localised mitigation. For example, light blocking curtains for local residents affected by construction lighting.
- ▶ Reinstatement and Rehabilitation Plan
- ▶ Inland Rail Landscape Strategy
- ▶ Landscaping treatments and designs



AIR

- ▶ Annual, daily and hourly train movements
- ▶ Approx. 20 different train types/configurations
- ▶ Assessment of 17 discrete pollutants
 - 24 separate averaging periods
- ▶ **Draft outcomes:**
 - air quality goals and limits achieved
 - project levels (increments) – low
 - project plus background – no issue
- ▶ Concentration and deposition – no issue
- ▶ Particulates and water tanks – no issue
- ▶ Gaseous pollutants (NO₂, others) – no issue



HYDROLOGY

- ▶ **Existing Case:** Lockyer Creek; Western Creek
- ▶ **Joint calibration events:** 1974; 1996; 1999; 2011; 2013
- ▶ **Developed Case:** 1% AEP design (afflux; velocity; depth; flow distribution; time of submergence)
- ▶ **Suit of events:** 0.2 EY; 10%; 5%; 2%; 1%; 2,000; 10,000; PMF
- ▶ **Hazard analysis:** risk assessment – extreme events



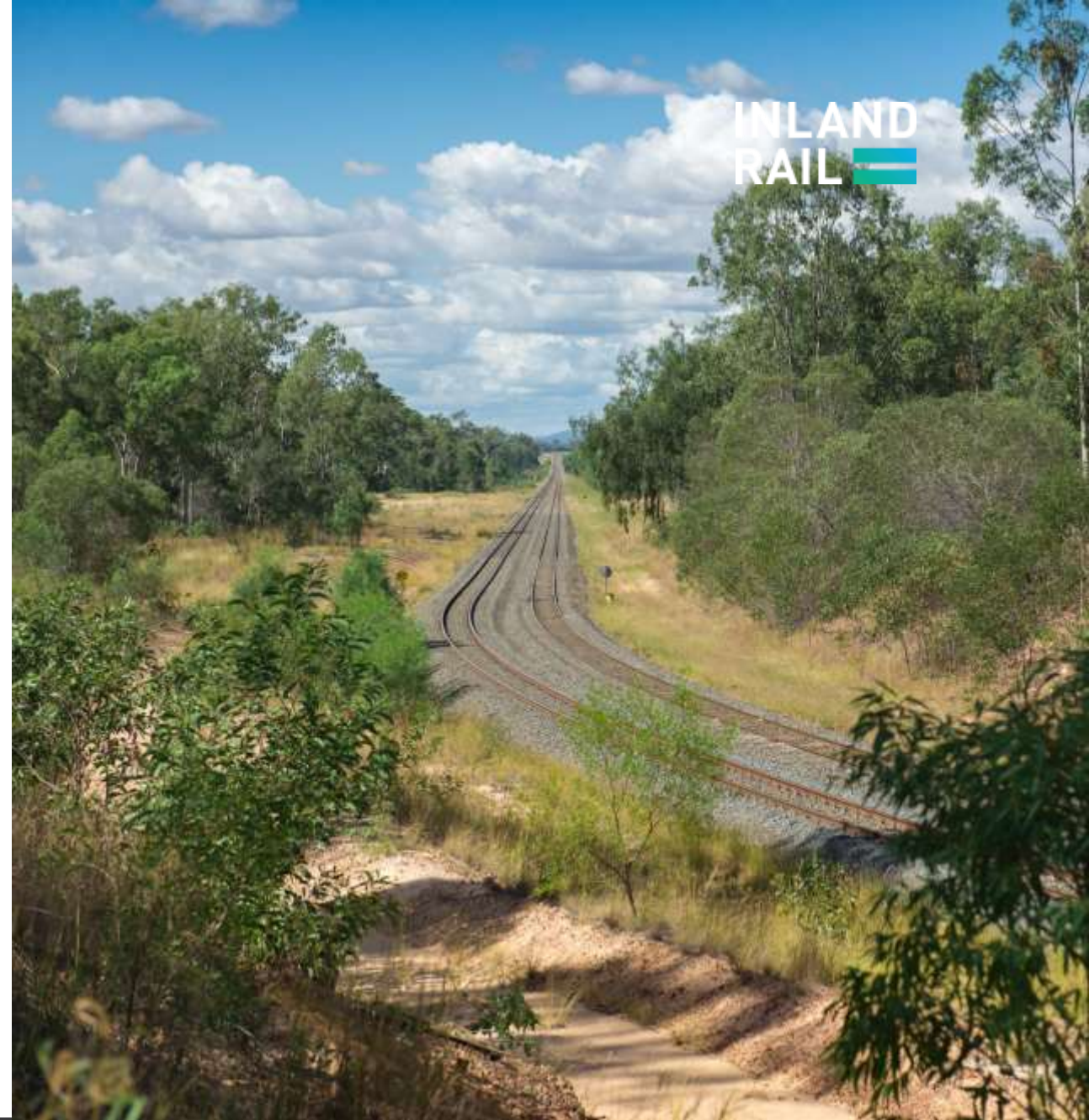
HYDROLOGY OUTCOMES

- ▶ Developed case for **1% AEP event**:
 - impacts the nominated design criteria
 - afflux less than 10 mm predicted on habitable dwellings
 - limited changes to peak flows on major flow paths
 - time of submergence consistent for each case
- ▶ No overtopping of Inland Rail formation
- ▶ **Options**: structures (bridges, culverts); rail treatment (vertical)



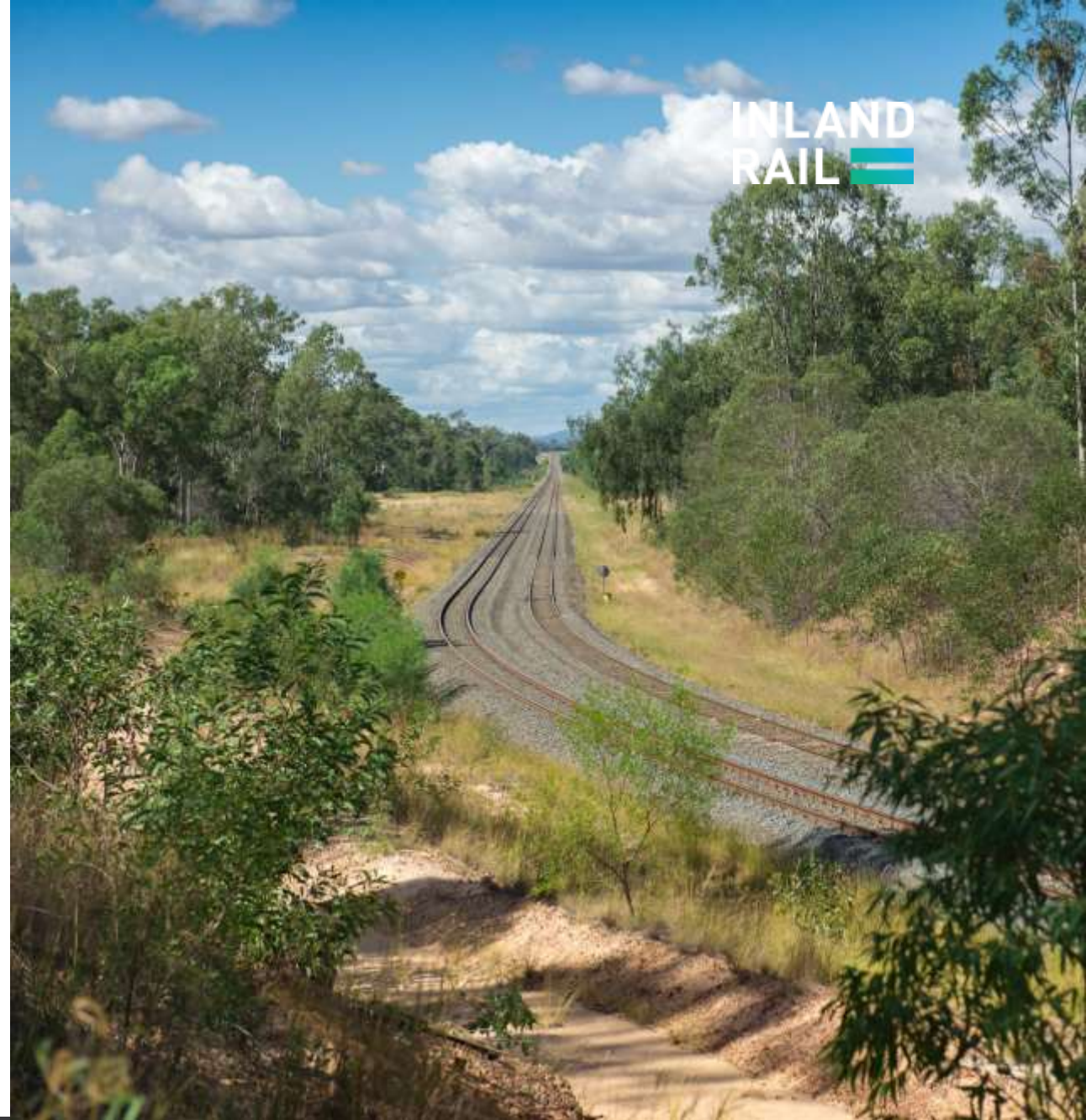
DRAINAGE STRUCTURES

- ▶ **Lockyer Creek:** 2 Bridges (150 metres)
10 RCBC (33 cells)
6 RCP (25 cells)
- ▶ **Sandy Creek:** 3 Bridges (101 metres)
8 RCBC (64 cells)
1 RCP location (1 cell)
- ▶ **Laidley Creek:** 6 Bridges (2,597 metres)
3 RCBC (25 cells)
2 RCP (16 cells)
- ▶ **Western Creek:** 5 Bridges (735 metres)
10 RCBC (18 cells)
20 RCP (257 cells)



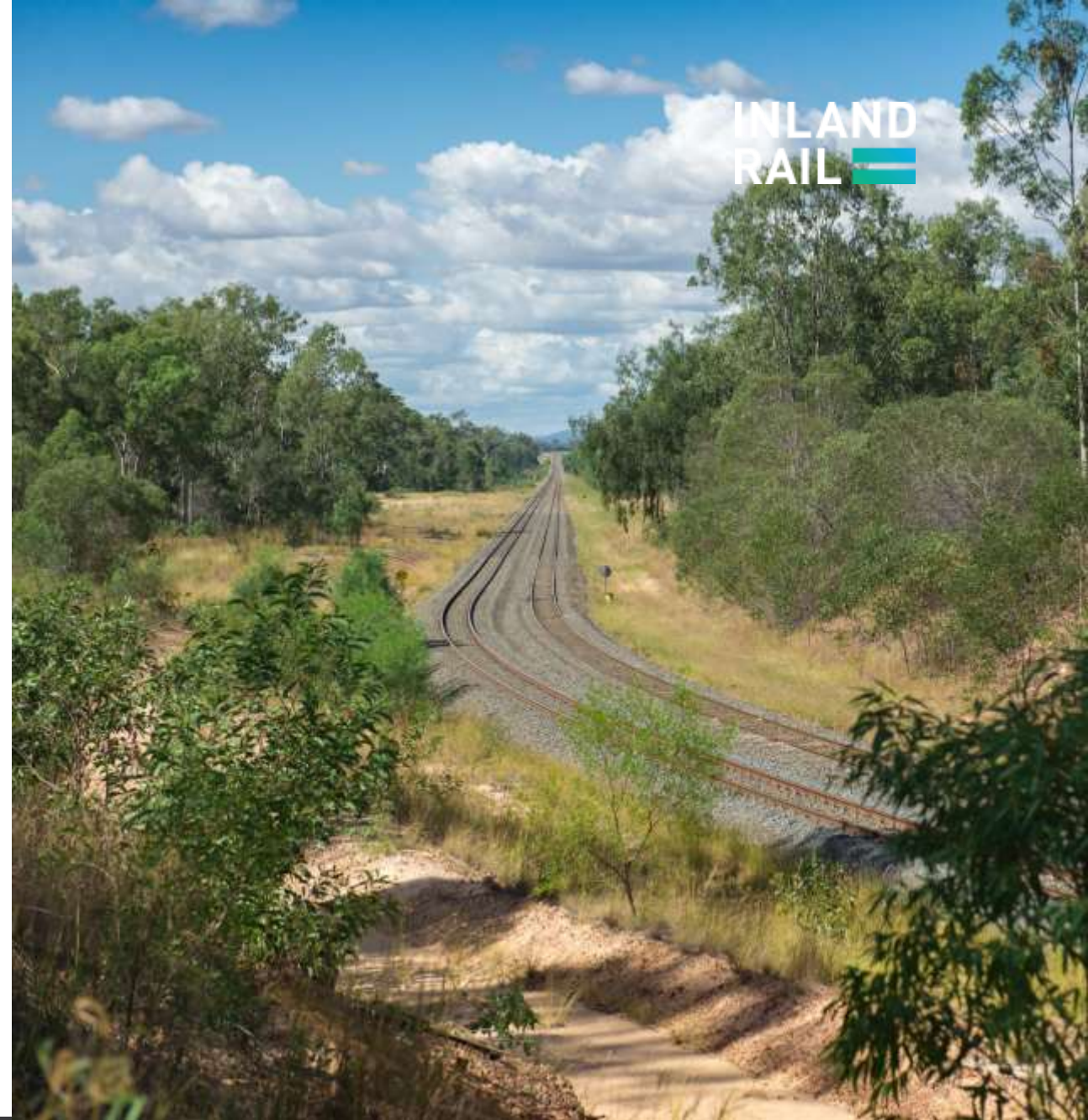
SURFACE WATER

- ▶ Surface water sampling undertaken
three separate sampling rounds
17 sites (where water was present)
- ▶ Condition moderate to good, relatively well represented – abundance and distribution means water quality is exposed to threatening processes
- ▶ **Potential impacts:**
increased turbidity/sedimentation
changes to water chemistry
- ▶ Magnitude impacts assessed based on the spatial extent of the impact and duration of potential impacts



GROUND WATER

- ▶ Review of existing data:
 - climate
 - soils
 - geological data
 - hydrostratigraphic information
- ▶ 13 geotechnical site investigation monitoring bores (4 tunnel) along H2C alignment
- ▶ Field works ongoing
- ▶ Groundwater impact assessment focus on:
 - Liverpool Tunnel (850m, 90m cover)
 - Deep cuts (five considered, >10m cut) – no issue



GROUND WATER - DRAWDOWN



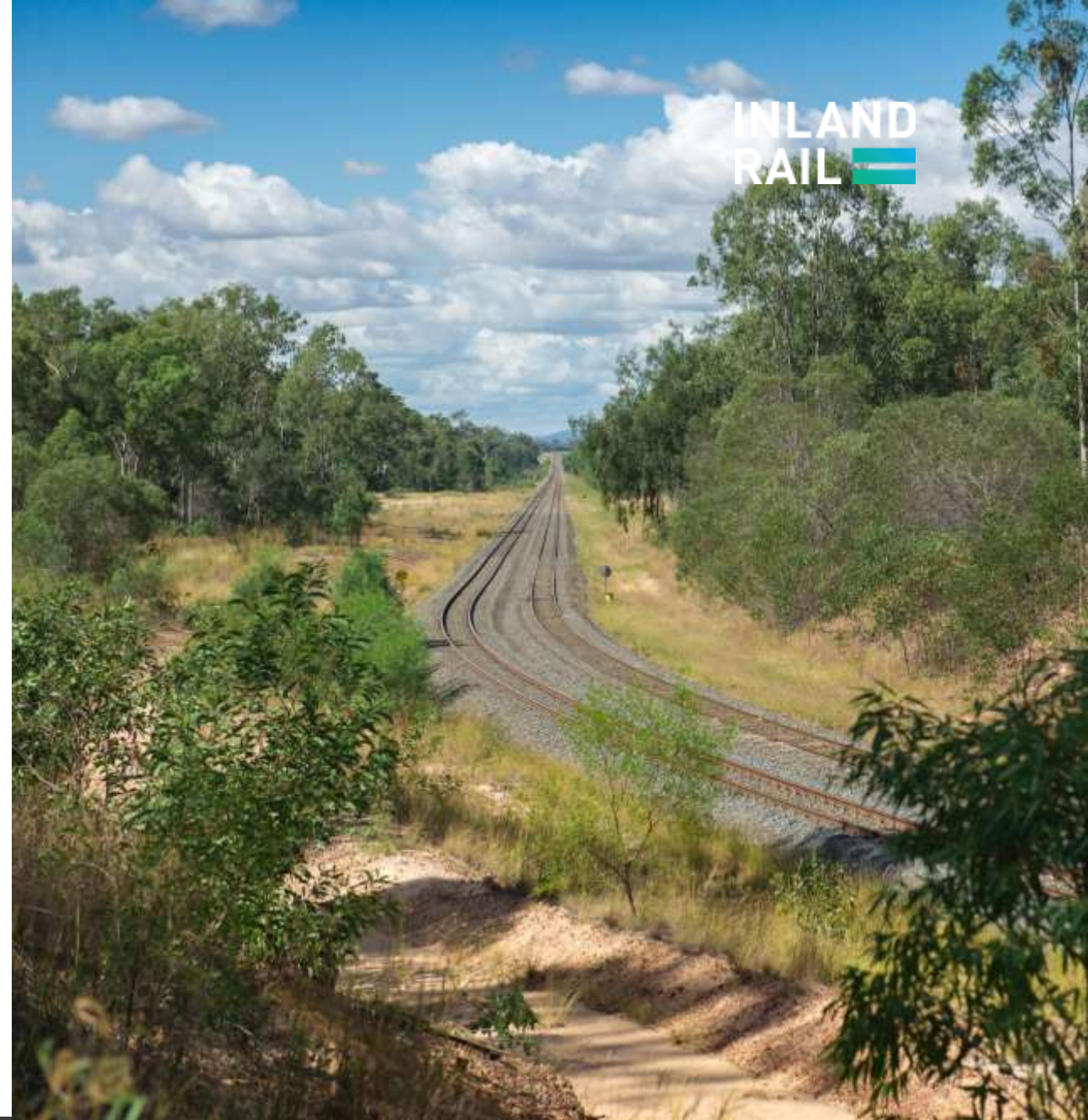
Base case



Worst case (elevated ground water, faults)

BIODIVERSITY

- ▶ Habitat loss from vegetation clearing/removal
- ▶ Fauna species injury/mortality
- ▶ Reduction in biological viability
- ▶ Displacement
- ▶ Pest invasion
- ▶ Reduced connectivity
- ▶ Edge Effects
- ▶ Habitat fragmentation



BIODIVERSITY – MITIGATIONS

- ▶ Reducing clearing extents (as much as possible)
- ▶ Biodiversity/flora and fauna plan – to minimise impact to species:
flora and fauna: erosion and sediment control; biosecurity
- ▶ **Safe passage:**
 - passage to maintain habitat connectivity
 - fencing to limit fauna strike and fauna mortality risk
 - furniture at passages/crossings
 - maintain connectivity at bridges, viaducts, tunnel
- ▶ Offset Strategy will be prepared in accordance with the *Environmental Offsets Act 2014* (Qld)
- ▶ A rehabilitation and reinstatement plan prepared to guide the approach – following completion of construction



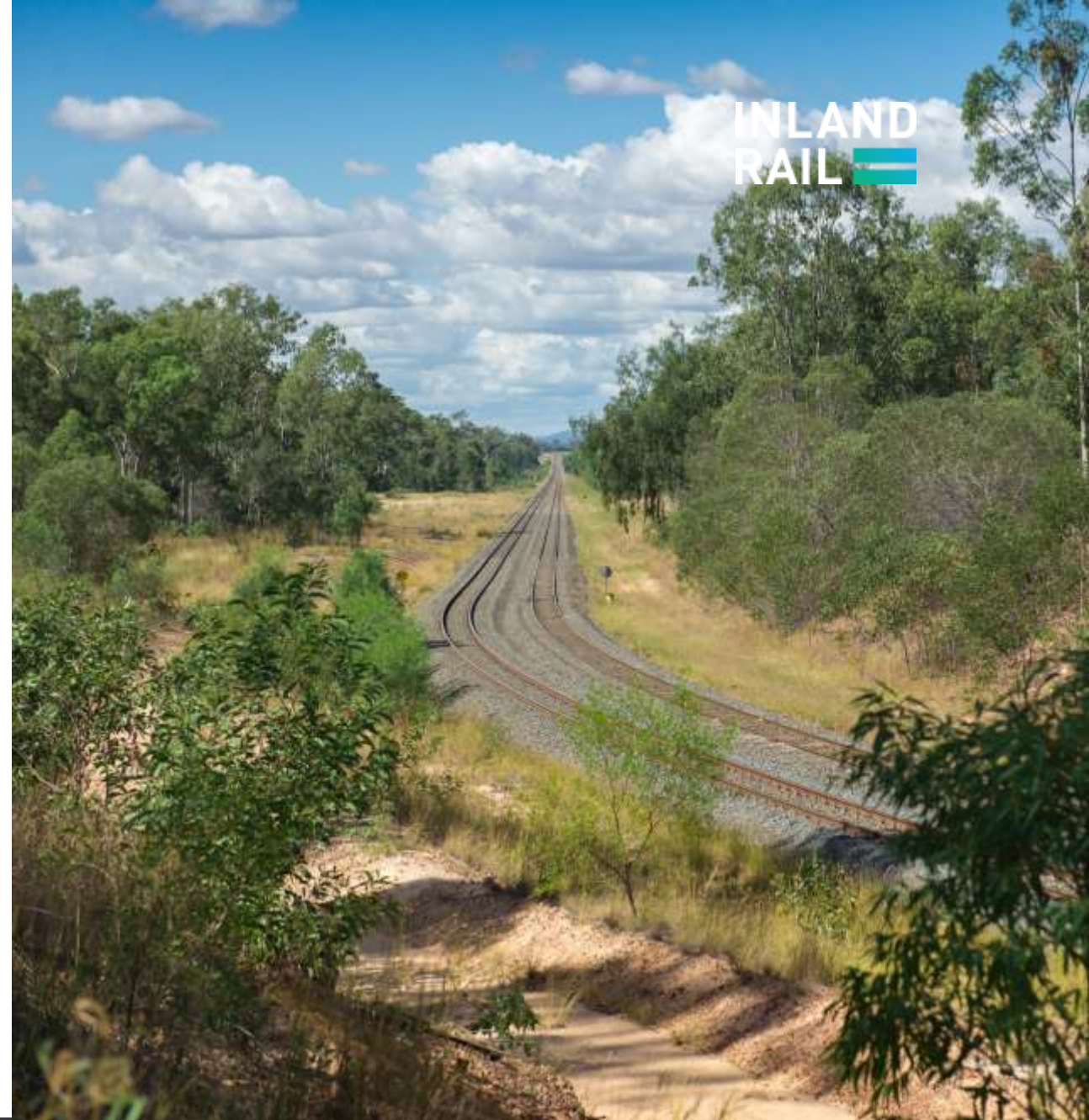
BIODIVERSITY – COMMUNITY INVOLVEMENT

- ▶ Research opportunities:
investigations and targeted works
- ▶ Partnerships:
support; education; and/or access
to tools (including co-investment); other
- ▶ Identifying land parcels:
potential future purchase and/or restoration works
- ▶ Landholders that may be amenable to offsets:
conservation partnership



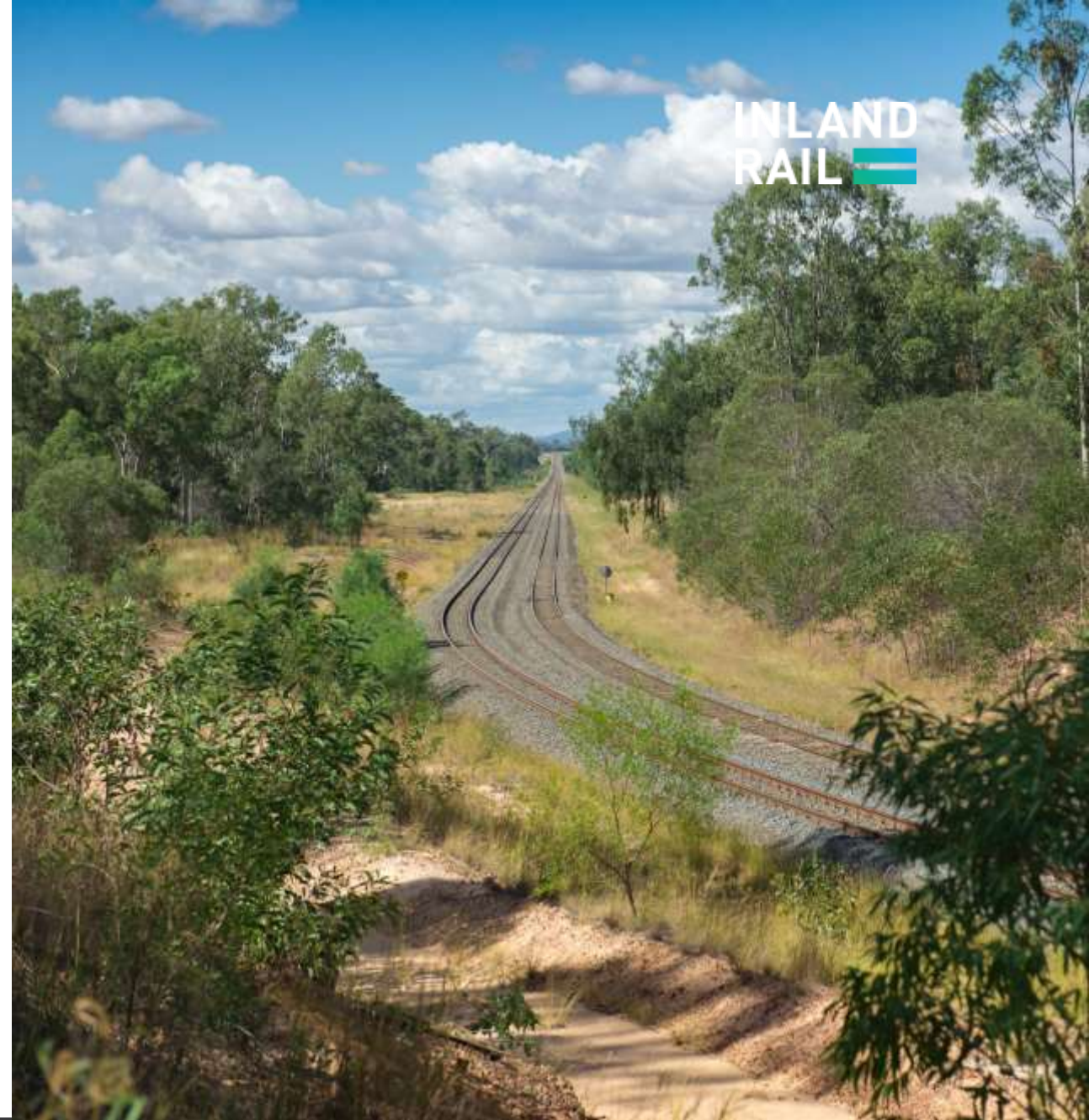
CULTURAL HERITAGE

- ▶ Indigenous:
CHMPs in place
- ▶ Non-Indigenous:
41 Areas of Interest (footprint + 50m)
- ▶ **Risks:**
Damage during construction
Vibration and dust cause dilapidation
- ▶ **Draft outcomes:**
Mitigated impacts is 'Moderate' at 2 sites
- ▶ **Mitigation:**
Avoidance; archival recording; ongoing surveys/excavations; relocation (where required); unexpected finds procedure



OTHER EIS MATTERS

- ▶ Land resources (contamination)
- ▶ Waste (including spoil)
- ▶ Land use and tenure (property)
- ▶ Traffic, transport and access
- ▶ Hazard and Risk
- ▶ Economic
- ▶ Social
- ▶ Sustainability
- ▶ Consultation



LOCAL INDUSTRY PARTICIPATION UPDATE

SOCIAL PERFORMANCE PROGRAM

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale

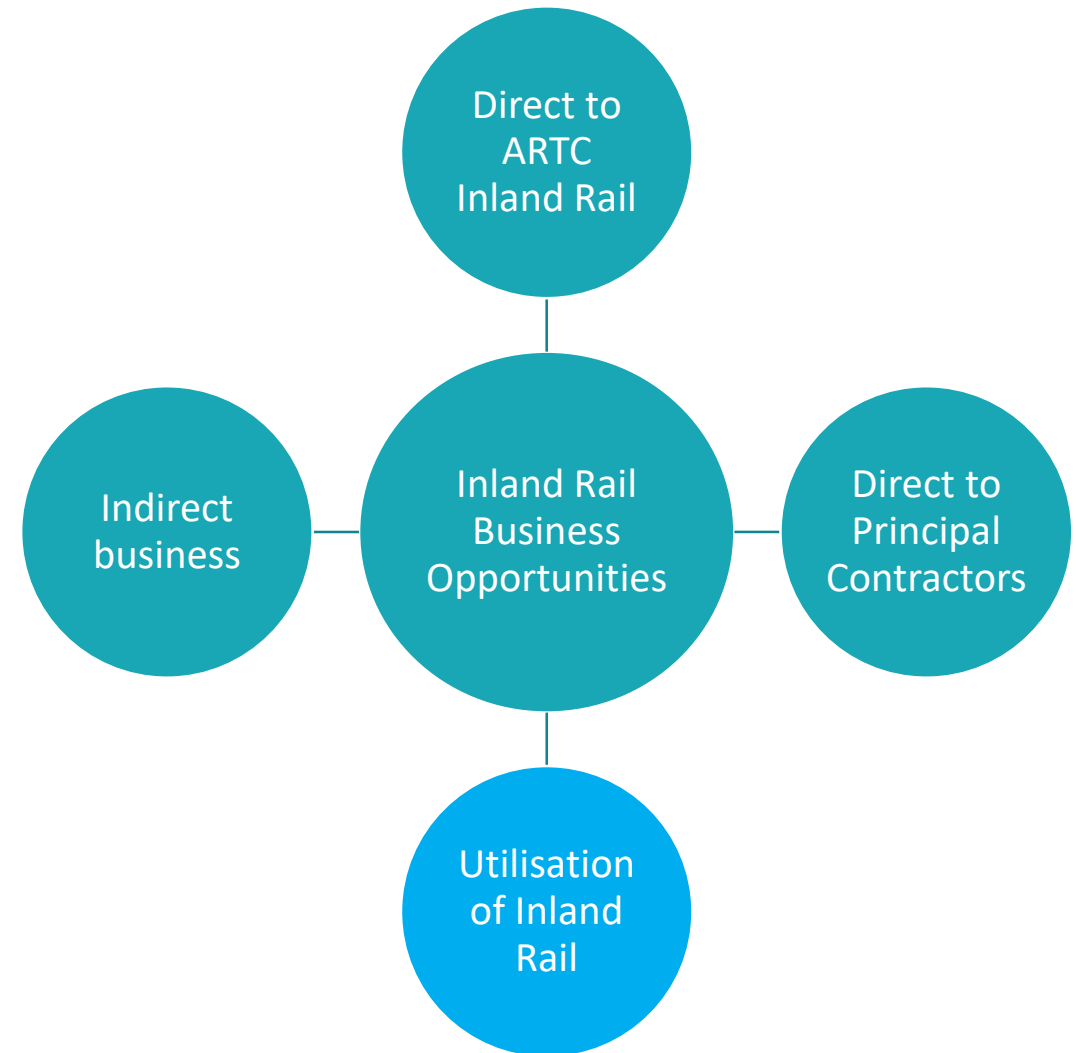


Business opportunities on Inland Rail

Businesses have the opportunity to benefit from Inland Rail through a number of channels

- ▶ Direct supply to Inland Rail
- ▶ Direct supply to Principal Contractors
- ▶ Indirect business arising from the project
- ▶ Utilisation of Inland Rail once constructed and operational

ARTC is committed to providing full, fair and reasonable opportunity for local and Indigenous businesses to participate in Inland Rail.



Local and Indigenous Industry Participation

ARTC is committed to supporting local and Indigenous industry participation in Inland Rail.



Key Stakeholders

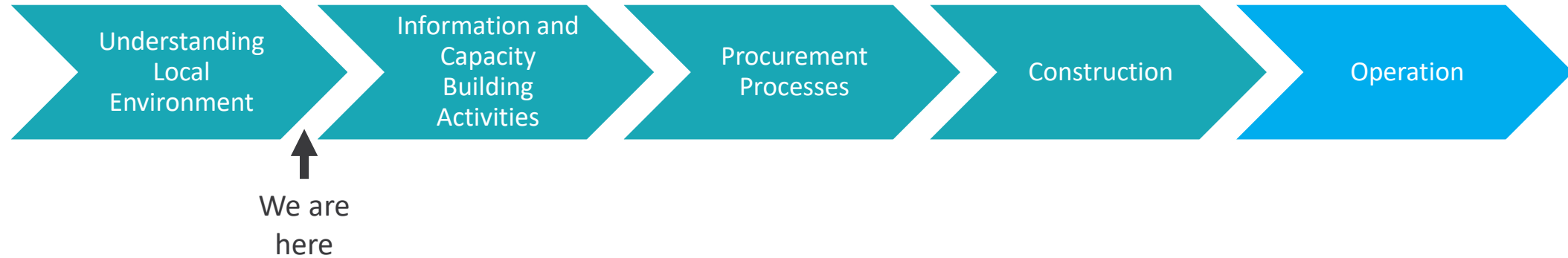
To deliver business benefits, our plan is to work closely with key stakeholders including:

- ▶ Primary Contractors
- ▶ Federal and State Government Departments
- ▶ Local Councils, including the Regional Skills Investment Strategy Project Officers
- ▶ Chambers of Commerce and business representative groups
- ▶ Various others in local areas

INLAND
RAIL 



Current Status



- ▶ Gaining an understanding of local environment through:
 - ▶ Social Impact Assessment
 - ▶ Engagement with key stakeholders
- ▶ Presentations to businesses and stakeholders
- ▶ Inland Rail Skills Academy under development – plan to launch late August
- ▶ Consideration in early procurement processes e.g. EOI

ARTC Operations



Along with Inland Rail activities, ARTC Interstate Network are working with potential customers, rail freight owners, terminal owners and industry stakeholders. The two main focuses are:

- ▶ To explain and inform how Inland Rail and ARTC's network will work
- ▶ To work with businesses so they can make a decision about whether rail has a place in their freight solution

How ARTC works

- ▶ ARTC is a business and our 100% shareholder is the Federal Government
- ▶ ARTC is tasked with delivering Inland Rail
- ▶ Across five states we manage and maintain an 8,500km rail network.
- ▶ ARTC does not run trains
- ▶ Rollingstock operators buy train paths off ARTC



Developing Sidings and Terminals

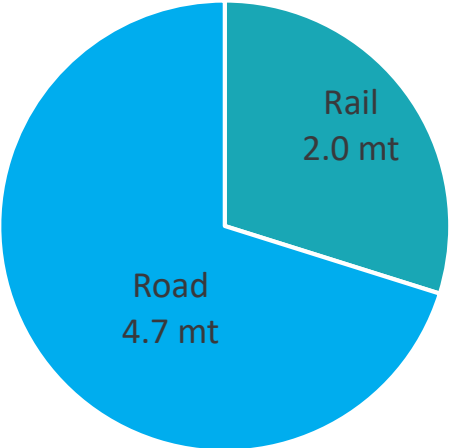
- ▶ The development of sidings will be driven by the market, private enterprise will determine where is viable to locate and operate a siding or terminal.
- ▶ There is no predetermined location or number of sidings for Inland Rail.



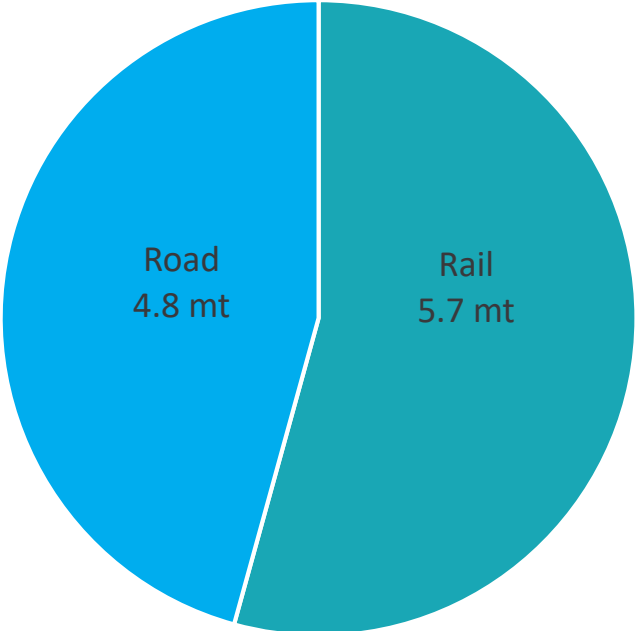
Increasing rail's share to more than 60% Melbourne – Brisbane



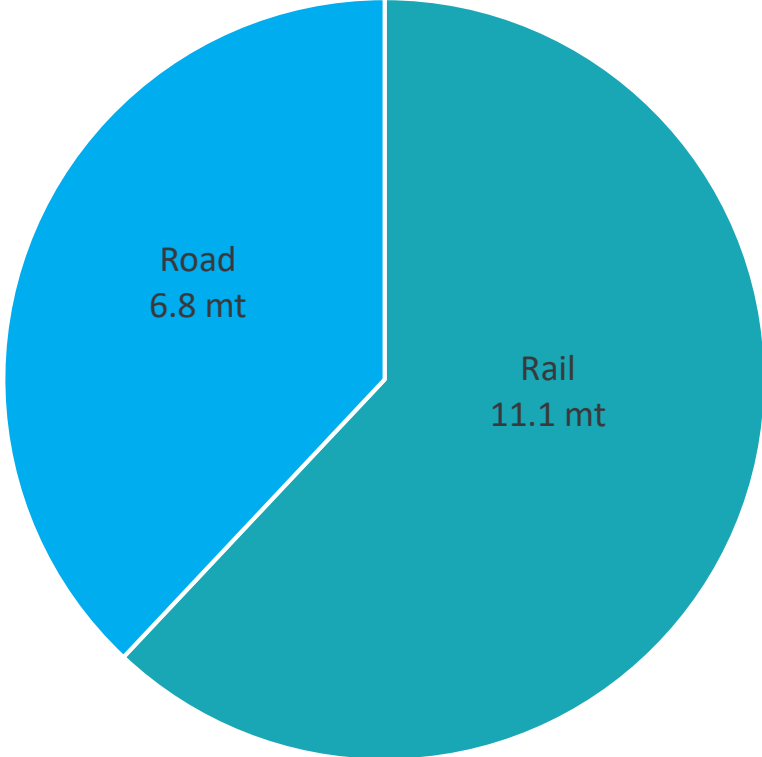
Forecast Intermodal Tonnages on Inland Rail
Melbourne – Brisbane and Brisbane – Adelaide/Perth (and vice versa)



2015

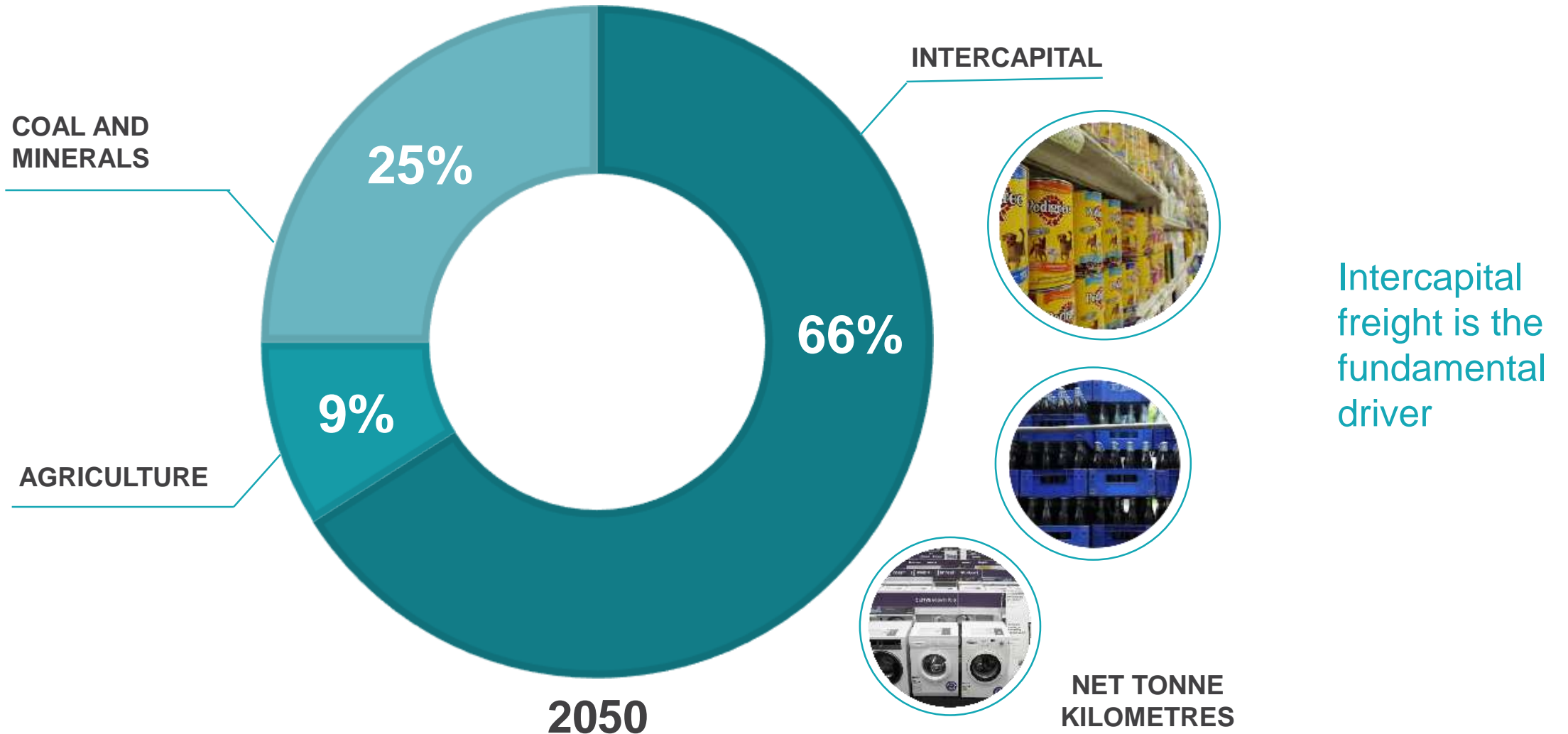


**2030
With Inland Rail**



**2050
With Inland Rail**

What Type of Freight Will We Move?





TOPICS SUBMITTED BY CCC MEMBERS

Queries/Topics Raised:

- ▶ Passenger Rail (NC, MH, KB)
- ▶ Continuation of traffic through main street for Forest Hill (GS)
- ▶ Impact to connectivity - traffic impacts at Level Crossings, increased rail traffic and train lengths (GDVE, KB)

- ▶ Connection to Port of Brisbane (MH)

Queries/Topics Raised: cont.

- ▶ Noise and Vibration from alignment (NC)
- ▶ Visual impacts (NC, GS [of Noise barriers], GDVE, KB)
- ▶ Hydrological impact of Noise barriers for Forest Hill (GS)
- ▶ Impact to Local Hall, War memorial and parkland (GS, GVDE)
- ▶ Pollution from uncovered wagons, fuel emissions (GVDE)
- ▶ Detail for sound barriers, Laidley-Plainland Road to tunnel (JS)
- ▶ Noise impacts to public areas, sporting complexes – impact to ongoing viability as venue for sport (GVDE)
- ▶ Vibration impacts to buildings close to alignment (GDVE)

Queries/Topics Raised: cont.

- ▶ Early acquisition/resumption-acquisition for leased land, TMR only dealing with free-hold property to-date (JS)
- ▶ Compensation for properties bordering proposed alignment, what are the trigger for compensation (JS)

GENERAL BUSINESS

COMMUNITY CONSULTATIVE COMMITTEE



UPCOMING COMMITTEE MEETINGS

- Tuesday 15 October – Postmans Ridge, Postmans Ridge Hall
- Tuesday 10 December – Gatton, LV Cultural Centre

NEIGHBOURING COMMITTEE MEETINGS

- Tuesday 22 August – Scenic Rim CCC
- Tuesday 27 August – Inner Darling Downs CCC

THANK YOU

